

SOUTHWEST DISTRICT PLAN

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1. SOUTHWEST DISTRICT PLAN

Background

Orientation

The boundaries of this 15,166 acre district are I-40 and Western Boulevard on the north, Highway 401 South and Garner Road on the east and the City's extraterritorial jurisdiction, or ETJ, on the south and west. Major transportation corridors are I-40, the I-440 Beltline, U.S.1/64 and U.S. 70 east/401 south. The NCSU Centennial Campus is in the northern portion of the Southwest District.

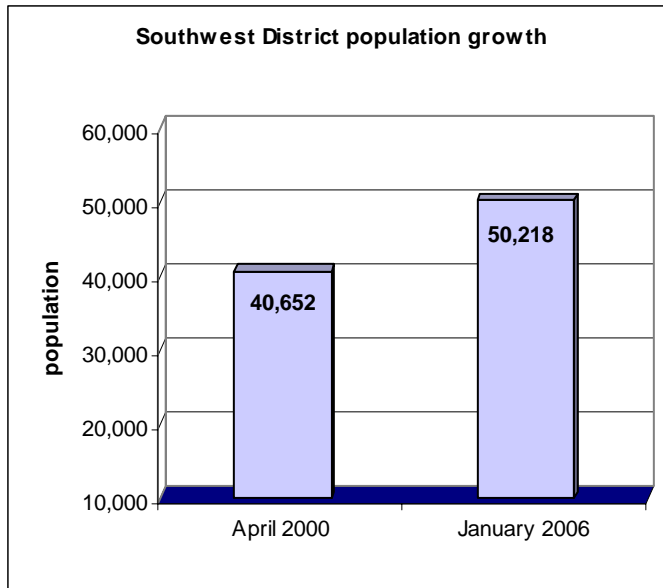
Existing Land Use and Zoning

The largest share of the Southwest District consists of vacant land, which comprises 5358 acres, or 32.6 percent of the total area. The majority of this vacant and agricultural land is owned by NCSU and the State of North Carolina. The second largest land use is single family residential, with 3656 acres, or 22 percent of the district. Multi-family uses account for 7.3 percent or 1205 acres. Most of the multi-family dwellings are related to NCSU, or from transitions from single family to nonresidential land uses along major corridors. Manufacturing and industrial uses occupy less than 2000 acres or about 11 percent of the district. Recreation, parks and other uses are each less than 4 percent of the total.

Residential zoning is applied to 7873 acres or about 51 percent of the total land in the Southwest District. Industrial Zoning, including Thoroughfare District, covers 4184 acres, or about 27 percent. Office accounts for 1794 acres, or 11 percent, and commercial / retail zoning for 343 acres, or about 2 percent of the total land.

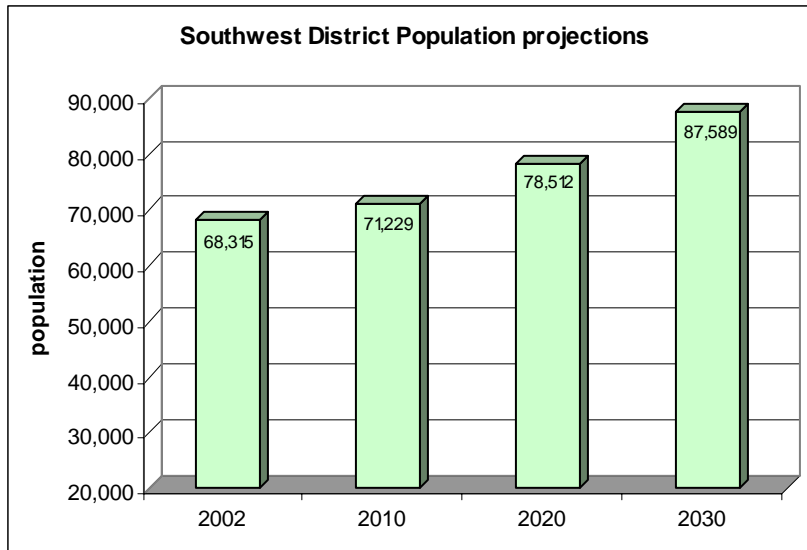
Population and Employment

Population Growth by Planning District			
Planning District	4/1/2000 Population*	1/1/2006 Population	Growth 4/1/00 to 1/1/06
Central	18,523	20,217	1,694
East	10,639	10,744	105
North	58,127	72,389	14,262
North Hills	26,081	28,102	2,021
Northeast	45,308	64,687	19,379
Northwest	41,631	51,374	9,743
Southeast	26,194	35,151	8,957
Southwest	40,652	50,218	9,566
Umstead	7,358	15,453	8,095
University	28,851	30,004	1,153
Total	303,364	378,339	74,975



In April 2000 the Southwest Planning District had a population of 40,652 persons or approximately 13.4 percent of Raleigh's Jurisdiction population. As of January 1, 2006 the Southwest Planning District had a population of 50,218. The increase of 9,566 persons between the 2000 Census and January 1, 2006 represents a 23.5 percent population increase.

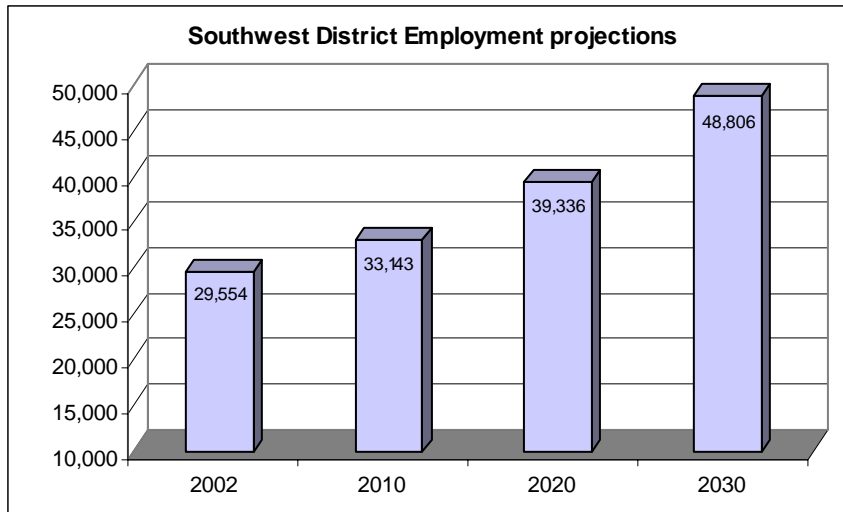
Planning District Population projections (2002 - 2030)						
	2002	2010	2020	2030	Growth 2002 to 2030	Percentage Growth 2002 to 2030
Central	18,712	22,870	30,103	30,763	12,051	64.4%
East	10,488	11,104	13,243	13,488	3,000	28.6%
North	59,404	66,020	74,197	81,334	21,930	36.9%
North Hills	26,648	27,181	28,750	30,681	4,033	15.1%
Northeast	63,745	78,959	96,949	123,068	59,323	91.1%
Northwest	43,516	49,571	53,181	57,133	13,617	31.3%
Southeast	34,010	37,344	53,356	75,799	41,789	122.9%
Southwest	68,315	71,229	78,512	87,589	19,274	28.2%
Umstead	10,452	23,334	26,370	26,463	16,011	153.2%
University	30,849	34,252	39,654	44,633	13,784	44.7%
totals	366,139	421,864	494,315	570,951	204,812	55.9%



The Southwest Planning District population is projected to increase by 28.2 percent or 19,274 people from year 2002 to year 2030. By the year 2030 the Southwest District is projected to have the second largest planning district population at about 87,600 persons.

source: CAMPO (Capital Area Metropolitan Planning Organization) socioeconomic data projections

Planning District Employment projections 2002 - 2030						
	2002	2010	2020	2030	Growth 2002 to 2030	Percent Growth 2002- 2030
Central	44,035	48,797	57,096	57,850	13,815	31.4%
East	12,876	13,378	14,099	14,132	1,256	9.8%
North	32,472	36,660	41,129	47,491	15,019	46.3%
North Hills	30,895	31,897	36,371	38,968	8,073	26.1%
Northeast	38,113	45,718	57,240	71,146	33,033	86.7%
Northwest	33,256	35,722	37,898	40,572	7,316	22.0%
Southeast	8,276	9,620	17,980	33,505	25,229	304.8%
Southwest	29,554	33,143	39,336	48,806	19,252	65.1%
Umstead	7,429	19,316	25,004	25,364	17,935	241.4%
University	25,527	25,947	28,227	31,162	5,635	22.1%
totals	262,433	300,197	354,379	408,996	146,563	55.8%



Employment in the Southwest Planning District is projected to increase by 65 percent from 2002 to 2030, adding approximately 19,300 jobs to the Southwest District labor force.

source: CAMPO (Capital Area Metropolitan Planning Organization) socioeconomic data projections

Systems Plans

Transportation

The Southwest Planning District is generally bounded by I-40 on the west, Yates Mill Pond Road on the southwest, the City of Raleigh limits or extraterritorial jurisdiction (ETJ) boundaries on the south, Garner Road on the east, and Western Boulevard and Wade Avenue on the north. The study area has been expanded slightly north to Hillsborough Street from Faircloth Road to Morgan Street to include the main campus of North Carolina State University, Pullen Park, the Governor Morehead School for the Blind, Raleigh Central Prison, and the neighborhoods located north of the school and the prison. Several major transportation corridors serve the area, including I-40, the I-440 Beltline, US 1, US 64, US 70, and US 401.

To investigate transportation issues and needs for the Southwest Planning District, the study has focused on the following issues to develop the plan update:

1. Timing of all planned transportation improvements.
2. Travel volumes changes with the redevelopment of the Dorothea Dix Campus.
3. Identification of changes in transit routes.
4. Four areas with significant redevelopment opportunity have been evaluated in closer detail as part of the Southwest District Plan Update. These areas include:
 - Dorothea Dix Campus. The area currently occupied by the Dorothea Dix Hospital complex and adjacent uses southwest of downtown bounded by Western Boulevard, Lake Wheeler Road, the Farmers Market, NCSU Springhill District, and the Kirby-Bilyeu neighborhood.

- Mission Valley. The area surrounding the intersection of Avent Ferry Road and Western Boulevard between NCSU main campus and Centennial Campus.
- Fairgrounds. The area south of the State Fairgrounds, bounded by Powell Drive to the west, Blue Ridge Road to the east, and Western Boulevard to the south.
- South Saunders/Wilmington. The area south of Downtown Raleigh and northeast of the South Saunders Street/I-40 interchange, bounded by South Saunders Street to the west, Gilbert Street to the north, Wilmington Street to the east, and I-40 to the south.

Based on the evaluation of the District's transportation facilities, future traffic projections, and potential development opportunities, the following changes are recommended:

1. Improve Lake Wheeler Road as an urban boulevard between I-440 and downtown Raleigh including:
 - Widen to a four-lane cross-section with landscaped median and pedestrian facilities
 - Realign Lake Wheeler Road as the through movement at the intersection with South Saunders Street
 - Add the proposed connection of Lake Wheeler Road to South Street.
2. Add collector streets between Lake Wheeler Road and South Saunders Street, specifically at Prospect Avenue and Hammell Drive.
3. Revise the planned Blair-Hunt- Morgan connector as necessary, after investigating alternate routes and alignments.
4. Maintain the current Western Boulevard Extension alignment but improve connections to the Edwards Mills Road, Hillsborough Street, and Buck Jones Road corridor to the west.
5. Revise roadway classifications and improve connectivity south of NCSU Centennial Campus including:
 - Replace the proposed connector between Centennial Parkway and Trailwood Drive with the extension of Main Campus Drive to Trailwood Drive
 - Add a proposed interchange on I-40 between Gorman Street and Lake Wheeler Road with a roadway connection to Main Campus Drive
 - Main Campus Drive from I-440 to Centennial Parkway is reclassified as a minor thoroughfare
 - Reclassify Centennial Parkway as a major thoroughfare
6. Tryon Road is reclassified as a secondary arterial.
7. Add local and collector streets as proposed in the four opportunity areas.
8. Delete proposed collector street extensions of Inwood and Ileagnes Roads in southern portion of the District. Delete proposed collector street extension of Fort Sumter Drive in the Roylene Acres area.
9. Incorporate the pedestrian and bicycle recommendations outlined in Appendix II into the City's Comprehensive Plan and accompanying documents.

These changes are based upon the evaluation of transportation needs and land use growth in the Southwest District. The improvements will help alleviate traffic

congestion and facilitate mobility and redevelopment within the District through improvements to roadway, transit, pedestrian, and bicycle facilities. The detailed planning efforts in the four opportunity areas follow the principles used in determining the overall District recommendations, and demonstrate how focused improvements can aid in creating vibrant businesses and residential neighborhoods.

Water

All of the major planned water mains in the area are finished except for a planned main running along Trailwood Drive. NCSU will construct and operate a private water distribution system on Centennial Campus serviced from master meter locations on the edge of the campus. Numbers adjacent to the water and sewer lines indicate the diameter of pipes in those locations.

Wastewater

All previously planned wastewater lines likewise are complete, and should be extended into the Swift Creek basin only if emergencies exist that threaten the water quality of Swift Creek as a future source of drinking water for the City. See the Swift Creek Watershed Plan, included with Watershed Plans in the Small Area Plan section of the Comprehensive Plan for details about recommended land uses in and adjacent to the watershed. Numbers adjacent to the water and sewer lines indicate the diameter of pipes in those locations.

Parks, Recreation and Greenways

This area is served by several parks, open spaces and greenways, including Lake Johnson Park, Pullen Park Lake Raleigh and the Walnut Creek Greenway. The Steep Hill Creek corridor is included in the *Capital Area Greenway Master Plan*. Yates Mill is an historic 18th century facility currently owned by the State of North Carolina and managed by Wake County Parks and Recreation; State and County cooperation is necessary for any recreation development at that site. It is projected that one additional community park and six neighborhood parks are needed in this district; see the following map for the locations of these park search areas. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the *Raleigh Comprehensive Plan*.

Urban Form and Land Use

The Southwest District contains large land tracts, many owned by state government. Some of these tracts create special areas, such as the State Fairgrounds, NCSU research farms and forestry lands. The state-owned Dorothea Dix property forms a major part of the Downtown/NCSU Area Regional Center. This portion of the regional center contains a community focus area at Mission Valley and a retail area on Western Boulevard. Employment areas are designated along the U.S. 70 East/401 South gateway corridor, NC 54/Hillsborough Street and Tryon Road at Gorman Street. The employment area on Hillsborough Street contains a retail area across from the State Fairgrounds, while the U.S. 70 gateway corridor contains two retail areas. See page 18 for a map of the current urban form recommendations.

The remainder of commercial and office uses are in four community focus areas: Tryon Hills on U.S. 70 and three along Western Boulevard, two residential community focus areas along I-40 at Western Boulevard and at Gorman Street, six neighborhood focus areas and four residential retail areas. The retail portion of the I-40/Gorman Street Residential Community Focus includes properties bordered by Gorman Street on the east and the western property line of a tract of land zoned Shopping Center at Lake Dam Road on the west. There will be no additional retail uses in the employment area along Tryon Road at Gorman Street, except for that allowed as general nonresidential related services or incidental uses contained in existing retail zoning in the Residential Retail area at Rannette Street, just east of Gorman Street.

Additional office and institutional uses should be located in the primarily nonresidential corridor transition along portions of Hillsborough Street, Jones Franklin Road, Tryon Road, Hammond Road and Old Garner Road. The residential area north and south of Rush Street, and west of Old Garner Road, is defined by a policy boundary line. Between I-40 and Tryon Road, west of the U.S. 401 corridor is the only major area planned for new residential growth on the old municipal airport property.

Some of these focus area designations have been modified as a result of this Southwest Plan update. Some instances involve the application of the *Urban Design Guidelines* to encourage more urban, pedestrian and transit oriented development. In other instances the changes reflect how the properties involved have developed away from retail uses.

The Southwest District also contains three transit-oriented development areas, each based on proposed Triangle Transit Authority regional commuter rail stations. The West Raleigh Station will be at the southern end of Corporate Center Drive at Chapel Hill Road, the Fairgrounds Station on Hillsborough Street just west of Blue Ridge Road, and the NCSU stop, though located in the adjacent University Planning District, has transit-oriented development possibility in the vicinity of Mission Valley Shopping Center. These transit oriented development areas (TODs) village and neighborhood centers will provide lively urban settings for higher density housing, retail and office uses.

Policies for the Southwest District

Future student-oriented housing, including fraternities, sororities, dormitories and rent-by-the-room, multi-bedroom apartments, should locate in the Downtown/NCSU regional center.

Land along Gorman Street north of I-40, currently zoned Conservation Management district, will remain as open space.

Changes to urban form designations

The western edge of the Downtown/NCSU Regional Center is defined on map on page 21.

The *Urban Design Guidelines*, found in Chapter 3 of the *Raleigh Comprehensive Plan*, provide guidance for compact transit and pedestrian oriented activity centers, as an alternative to more typical suburban development. The guidelines are applied to designated neighborhood and village centers. Neighborhood centers have core areas of about 8 acres; village centers, 30 acres. The following neighborhood and village center designations are included in this plan update:

1. The Mission Valley Community Focus area is designated a Village Center. This area has potential for a significant increase of development intensity. Given its proximity to NCSU, transit service and high pedestrian use, the area is prime to evolve into a more urban village center. See also "Mission Valley Small Area Plan," page 30.
2. The northwest corner of Tryon Road at South Saunders Street is designated as a neighborhood center. This center will continue to be a part of the South Saunders/Tryon Road community focus area. This portion of the larger Tryon/South Saunders community focus has the potential for pedestrian and transit oriented development that could compliment the otherwise automobile-oriented area.
3. The Western Boulevard/Beltline Community Focus is designated as a Neighborhood Center. This site has the potential for more urban, vertically mixed uses. The site also has excellent visibility and access. See also Fairgrounds Area (an amendment to the Arena Small Area Plan), page 34.
4. The neighborhood focus designation at Lake Wheeler Road and I-40 to residential retail. This focus developed as multifamily residential with a small retail center.
5. The residential community focus designation at Tryon Road and Gorman Street is changed to a neighborhood focus area. This location has not attracted the scale of retail development that is associated with a community focus area.

Corridor Redevelopment

Guidelines for corridor transition areas will be applied to portions of these roadways, based on follow-up corridor studies. These guidelines will allow redevelopment options as economic incentives.

Gateway Corridors

South Saunders Street from Western Boulevard south to Garner. This is a commercial corridor with extensive aging strip development. The northern part of this corridor as a gateway to downtown provides a poor image for the city. Additional landscaping, especially on the edges of the right-of-way, is needed. The corridor south of I-40 is extremely wide with no visual relief.

Wilmington Street. This is the old US 1 entrance to Raleigh from the south. The corridor is characterized by aging, widely-spaced buildings that were originally highway-oriented. Poor property maintenance and economic deterioration gives the area a depressed image. The old E. B. Bains Water Treatment Plant remains unused despite extensive public/private work to rehabilitate it. A small portion of this corridor is included in the Penmarc opportunity area study. See Page 32 of this plan.

Primarily Nonresidential Corridors

Western Boulevard between the Beltline and Gorman Street is an old commercial strip which is still economically vital, though its appearance, number of curb cuts and lack of service diversity are still issues. This area has been designated a neighborhood center, (see Page 19).

Hillsborough Street in the Youth Center Drive/Powell Drive area is a primarily nonresidential corridor. Although fairly close to a future TTA station, this area lacks sidewalks and other pedestrian amenities. Maintenance of some properties is poor and the area's image suffers accordingly. The buildings are set relatively close to the street, with parking between the street and buildings, which makes landscaping and necessary road widening problematic.

Primarily Residential Corridors

Lake Wheeler Road This road will soon be widened to a three lane section with sidewalks. Modest, older single family houses, some on large lots, are mixed with churches and small businesses.

Jones Franklin Road south from Western Boulevard to the Beltline. This is a mostly single-family corridor whose owner-occupancy is dwindling. As a result, several of the properties are poorly maintained.

Buck Jones Road. Similar to the Jones Franklin Road corridor, this is a busy street lined with single family houses, some of which are deteriorating.

Potential Redevelopment Areas

Three areas have been chosen for additional study for their possible designation as certified redevelopment areas, as described in the North Carolina State Statutes for redevelopment. These areas have been cited because of their history of property deterioration, crime and code violations. The areas are 1) the manufactured housing park on Stoval Drive, 2) the manufactured housing park on Greenleaf Street, and 3) Peach Road area. Following the State-mandated procedure, first the Raleigh Planning Commission would certify the locations as redevelopment areas, then redevelopment plans would be prepared for the sites.

Following adoption of Redevelopment Area Plan for each designated area, the City's Community Development Department could undertake redevelopment

activities within each area consistent with the adopted Plan, including the acquisition, rehabilitation, and/or redevelopment of identified blighted properties within the area.

Small Area Plans

Method Small Area Plan

The Method Community contains about 85 acres located in the southwest quadrant of the intersection of the Beltline and Hillsborough Street and across Hillsborough Street from Meredith College. Method was founded in 1872 and with the Oberlin Community, in the University District, is one of Raleigh's historic African-American settlements. It was a separate village until it was annexed by Raleigh in 1959.

This plan was originally adopted in the 1980s as part of the original West/Southwest District Plan. The small area plan describes land uses for the area, and includes a policy boundary line to separate single family housing from other uses. In 2002, issues arose concerning the expansion of the Raleigh Islamic Association facility, which is in the Method community, and accompanying on-street parking concerns. At that time the City Council requested that the Method Small Area Plan be examined for possible updates.

Development intensity, landscaping and site design should all be used to provide transition between this low density residential area and surrounding nonresidential areas.

For the sake of this study, the southern boundary of the plan area was expanded southward to coincide with the northern boundary of the Avent West Neighborhood Plan. Consequently, both sides of Western Boulevard are now included in the Method Small Area Plan.

Centennial Campus/Dorothea Dix Small Area Plan

Land use policies are reflected in the Dorothea Dix/Centennial Campus small area plan map and Dorothea Dix land use proposal map.

This plan was originally adopted as a follow-up to the initial rezoning case for Centennial Campus, in 1988. The plan area contains Centennial Campus and the Dorothea Dix hospital campus. Since its original adoption, NCSU has made changes to its master plan that are not indicated on the small area plan map. In addition, a portion of the Dorothea Dix campus, called the Spring Hill Precinct, was put under NCSU control.

The map of the small area plan has been revised to show changes on Centennial Campus and the Spring Hill Precinct.

The future of the Dorothea Dix campus will be determined by the North Carolina State Legislature.

Mission Valley Small Area Plan

Land use policies are reflected on the Mission Valley Small Area Plan map.

This small area plan has evolved out of its study as one of three “opportunity areas” identified as meriting detailed planning during the preparation of the Southwest District Plan update. (The other two opportunity areas are the Penmarc and Fairgrounds areas.) This site was chosen because it is within walking distance of the TTA NCSU rail transit stop and has the potential for a significant amount of redevelopment and urbanization. There is already a high degree of pedestrian and transit access to the area, due to its proximity to NCSU.

At present, Mission Valley is a University-based service area consisting of retail and businesses mainly in the area of the Western Boulevard and Avent Ferry Road intersection, businesses such as WRAL that have been in the area for many years, ancillary University and other institutional uses, residential enclaves and University-related residential development.

The concept for future development for Mission Valley provides for conversion of parts of this auto-dominated area to a character that can support denser mixed use development in certain locations and provide better pedestrian amenities and connectivity. To facilitate this evolution, the Mission Valley Community Focus Area is redesignated as a Village Center. See also page 19. Student housing is appropriate and encouraged in the area, with the exception of the eastern end of the Catholic Diocese property adjacent to Pullen Park Terrace.

The highlight of this area will be redevelopment facing Avent Ferry Road and Centennial Parkway to create a more urban streetscape. Western Boulevard will retain its landscaped “boulevard” character, without a proliferation of curb cuts. For the balance of this area west of Avent Ferry Road, University-related administration, research, fraternity and sorority houses and classroom facilities are the most viable uses.

This concept envisions mainly residential development of the Catholic Diocese property, beginning with lower density single family residential as an extension of the Pullen Park Terrace neighborhood, and increasing in density in the direction of Avent Ferry Road. A mix of attached and detached for-sale residential could be supported in this area, linking the Pullen Park Terrace neighborhood, Pullen Park and the Dorothea Dix campus. The amenities of this area would be particularly attractive for active seniors seeking to relocate into an age restricted rental or for-sale community.

An important part of this plan is the improvement of pedestrian connections and open space amenities in the area. One opportunity is to connect an urban greenway to the University’s open space network which will help facilitate pedestrian and bicycle traffic between the North Campus and Centennial Campus. A pedestrian underpass could be built to enable pedestrians to cross Western Boulevard. In addition, the University’s concept for a “people-mover” (automated rail) would also facilitate movement of students and faculty between the two campuses.

Penmarc Area (an amendment to the Southern Gateway Corridor Plan)

Land use policies are reflected on the Penmarc Area Land Use Proposal map.

This has been the object of detailed study as an “opportunity area” during the preparation of the Southwest District Plan update. (The other two opportunity areas are the Mission Valley and Fairgrounds areas.) This area was chosen because of its excellent access and visibility and its potential as an image-enhancing gateway for downtown and consequently for the entire city. Penmarc is the area south of downtown, bounded by South Saunders Street, Wilmington Street and the Raleigh Beltline (I-40). The accessibility and visibility of this area are quite good due to the interchange at I-40 and South Saunders Street. Gilbert Avenue and the Caraleigh neighborhood lie to the north. The area is divided by Walnut Creek and its tributary streams; from a land use perspective at present the area is fragmented. Older commercial buildings, a limited service hotel, and vacant lots characterize the western portion of the study area. The east portion of this study area, which contains the old E. B. Bain Water Treatment Plant is limited by poor access and visibility.

Greater connectivity is needed for substantial improvements and reinvestment to be realized in the Penmarc area. Specifically, a new street linking the west and east sides of this study area is recommended. This street would connect South Saunders to Fayetteville Street, via an extension of Penmarc Drive. Ideally this street would be signalized at its intersection with South Saunders Street. This street will provide much needed additional access and visibility to the area and create some new infill opportunities. The E. B. Bain former water treatment plant with its attractive historic character is located at the east end of this proposed street connection, near South Wilmington Street. With the new street extension, this historic building could be a strong anchor for the entire area. The water treatment plant area could feature live/work units marketed to small start-up high-tech companies, artists and others. It is recognized that the water treatment plant re-use would necessarily be a destination rather than relying on drive-by appeal. The park immediately north of the water treatment plant is an amenity for the neighborhood and will create additional value for existing and new infill development.

The existing Bluff Street neighborhood between the former water treatment plant and I-40 could be assembled and redeveloped for industrial and flex spaces.

The west side of the study area, fronting on South Saunders Street and extending east to the floodplain is comparatively flat with high visibility. A mix of commercial uses, including flex, office, hotels and restaurants could be accommodated. The office and flex space would target small businesses seeking I-40 access, complementing larger downtown office buildings containing corporate and government anchors. One or two additional hotels would be the most likely development candidates for the southern portion of the site bordering I-40 and Walnut Creek, along with a travel-oriented restaurant.

Fairgrounds Area (an amendment to the Arena Small Area Plan)

Land use policies are reflected on the Fairgrounds Area Land Use Proposal map.

This has been studied in detail as an “opportunity area” during the preparation of the Southwest District Plan update. (The other two opportunity areas are the Penmarc and Mission Valley areas.) This site was chosen because it is partially within walking distance of the TTA Fairgrounds rail transit stop and has the potential for a significant amount of redevelopment.

The concept plan for this area leverages the presence of the TTA station to stimulate transit-oriented redevelopment from the rail line at Hillsborough Street, south to Western Boulevard, especially within the ¼-mile radius of the station. To help facilitate a more urban form of development, a grid street pattern is proposed providing greater connectivity of existing streets. Among these new streets is an east-west connector parallel to the rail corridor, connecting Blue Ridge Road and Powell Drive. This street will provide critical access and visibility for commercial and residential uses nearest the transit station.

Nearest the transit station, the area is well positioned for high-density housing and entertainment-oriented retail, restaurants, and professional office space. The entertainment component would be supported by the extensive housing in the area, TTA riders, and participants of events held at the Fairgrounds, Carter Finley Stadium and the RBC Arena. The Arena Small Area Plan has already proposed an event-oriented shuttle route that would have as its terminuses the Fairgrounds and West Raleigh TTA stops. The shuttle would operate for events in the area and bring the public to the entertainment opportunities available adjacent to the Fairgrounds TTA stop.

The existing K-mart shopping center, located at the intersection of Blue Ridge Road and Western Boulevard, should redevelop as a vertically mixed-use community center, including retail, residential and office uses. The center should be designed with a decidedly urban character, including internal streets and connections to adjoining parcels. This site is designated a neighborhood center. (See also page 19). On the southwest side of the study area, at the corner of Western Boulevard and Powell Drive, there is an older community retail area. The scale and character of the area is good and provides an appropriate transition to residential areas to the south and west. This area will continue to support small-scale service retail. The Western Boulevard corridor, between the two retail sites at the west and east end of the study area, should contain mostly for-sale residential development to support the existing neighborhood south of Western Boulevard. A substantial small-lot single family component could be incorporated in addition to townhouses and possibly condominiums. An open space network linking the residential areas with the three commercial nodes follows stream buffers and “green streets”. These would be streets with expanded pedestrian and landscaping features along one side of the roadway.